

REMARKS

By this Amendment the abstract has been amended to better comply with U.S. practice, claim 1 has been amended to more concisely define the invention, and claims 2-7 have been amended to reflect the amendments to claim 1 and to overcome the examiner's formality objection. Entry is in order.

In the outstanding Office Action the examiner has objected to the drawings under 37 C.F.R. §1.83(a) as failing "to show details as described in the specification." However, the examiner does not identify what "details" require depiction, and the inventor cannot determine how the drawings should be revised to overcome the objection. Clarification is requested.

The examiner has rejected claims 1-7 under 35 U.S.C. 102(e) as being anticipated by Germann et al.

The inventor asserts that this rejection cannot be applied to the amended claims.

Germann et al. disclose a method of simulating the performance of a vehicle on a road surface on a power train test bed with the help of torque-controlled electric load machines mounted on the shafts of the power train of the vehicle and with the help of a computer with a vehicle model stored therein and a tire model simulating the slip-dependent friction, in which method the angular wheel speed is measured on at least one of the shafts, and the tire model determines a force transmitted from

the tire to the roadway at this angular wheel speed on the basis of the tire model using a vehicle velocity speed on the basis of the tire model using a vehicle velocity and a tire normal force, and it also determines a setpoint torque for this force for the torque-controlled load machine mounted on this shaft, in such a way that a difference corresponding to the actual slip is established between the measured angular wheel speed and a nominal angular wheel speed value corresponding to the vehicle velocity used in the tire model and calculated in the vehicle model with feedback of the force transferred to the road surface.

However, Germann et al. do not calculate two different values for vehicle speed as in the present invention. In the present invention a first value V_v , which is a kind of true value, is calculated, and a virtual vehicle speed V_v^* , which neglects slip or is obtained by using a corrective value, is also calculated. To avoid oscillations which do not properly simulate the real performance of the vehicle, the invention uses these two different values of the vehicle speed on the one hand to control the test stand and on the other hand to control the combustion engine. Germann et al. do not disclose or suggest such steps.

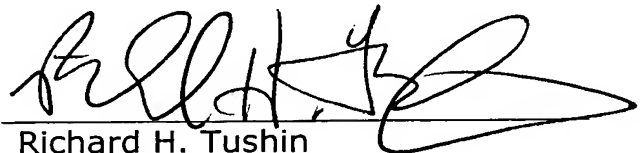
A withdrawal of the prior art rejection based on Germann et al. is requested.

Favorable reevaluation is requested.

Respectfully submitted,

DYKEMA GOSSETT PLLC

By:

A handwritten signature in black ink, appearing to read 'R. H. Tushin', written over a horizontal line.

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